

THE ALMA RECORD

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ANDREW CARNEGIE

Andrew Carnegie, one of the greatest financiers the world has ever known, died Tuesday at the age of 84 years. His estate is estimated at four hundred million dollars, and his death is mourned by thousands.

The story of Andrew Carnegie's life is both interesting and inspiring not because he amassed a vast fortune, and counted his wealth in millions, but because in his life work he stood for certain principles which contributed largely to his success.

His father was a weaver by trade and the family were in such straightened circumstances that Andrew went to work at the age of eleven years, sorting coal and for that service drew one dollar twenty cents per week. When he was sixteen years of age his father died and he became the main support of the family. His salary at that time amounted to five dollars per week, and out of that he and his thrifty mother managed to save a little something every week. His motto was, "Take care of the pence and the dollars will care for themselves," and he had that other very valuable idea that nothing is ever accomplished without hard work. He assumed it was a crime to be a loafer, and while other boys were lounging around wasting time and money, this little Scotch boy was working and saving.

Mr. Carnegie had another trait which is a very valuable asset to any boy or young man. He had the greatest respect for his mother, and even after success had rewarded his efforts his mother was his first consideration and he referred to her as his saint.

He established the great Bessemer steel plants in this country, and was connected with many other of the greatest industries and at all times was highly respected by the men who worked in these plants because of his fair dealing and keen sense of justice.

In the years to come we are going to read of Andrew Carnegie as one of America's greatest citizens, and the fact that he was connected with great industries is going to be mentioned, but the thing that will be foremost will be the fact that he was a philanthropist and gave liberally of his earnings for the help of others.

The valuable thing for us to remember about Mr. Carnegie is not so much the fact of his fortune, as the fact that he started with nothing, under very adverse circumstances, and by his own thrift and industry became one of the greatest financiers the world ever knew. It was not a case of "luck" with him. This great feat was accomplished by hard work coupled with thrift and sound sense.

It is undoubtedly true that when he was sorting coal at a dollar twenty cents per week many of the bright boys of his time were sitting around laughing at him, and calling him a fool for working for so small wages, but the whole world has forgotten those boys or never knew them.

Opportunity is here for every boy. The fact that he is poor is no handicap in America, providing he is willing to work and save.

From the life story of this little immigrant boy, who became a foremost American by his own industry, thrift and integrity, we may all learn a valuable lesson.

THE CHAUTAQUA

This week the people of Alma have had a privilege which comes to but few towns of this size in the state. It was furnished by the Redpath Chautauqua in a seven-day program which furnished enough of variety to meet the tastes of everyone.

The Chautauqua is not a matter of entertainment only, but it has an educational and cultural value which makes it very desirable in any community.

These are days when every man and woman should grasp every opportunity for self-improvement, for themselves and their children, because as a nation we have big problems before us to be solved. There never was a time in our history when American ideals and institutions were in as great danger as they are now, and their safety depends upon the intelligence and loyalty of this and succeeding generations.

We have been exceedingly liberal in our immigration laws and equally liberal in the matter of freedom of speech, with the result that there has come to our shores a great many people of revolutionary ideas and anarchistic tendencies. These people are opposed to organized government, and are constantly and persistently spreading their propaganda against the very institutions that have made America great.

There is just one way to overcome this dangerous propaganda, and that is through the education and enlightenment of the people.

We may not all like everything that is given by the Chautauqua and we may not all agree with everything that is said by the speakers. That is not necessary or to be expected. The really important thing for us all lies in the fact that we are made to actually do some thinking on important problems of national interest and the people who really learn to think on these things, as a rule are not disturbers, for they can think far enough and straight enough to see that the safety of any government lies in the management of its affairs so that justice is done to all classes as nearly as possible.

We believe the Chautauqua is a force for good in the dissemination of useful knowledge hence it should be encouraged and those who are directing it should exercise great care to select such talent as is safe and sound from an educational point of view, keeping in mind that it is one of the agencies for making and keeping America great.

It has been estimated that ten million dollars worth of farm machinery rusts out every year. Who pays for it? Why the farmers. Why? Because they do not take proper care of it. Is this economy? No, it is needless extravagance on account of gross negligence that would bust many other lines of business.

Whenever you get the idea in your head that you know it all and all the rest of the world are a trifle dull, its about time you are due for a few painful jolts, and the sooner you get them and find out where you stand among the little folks with big heads, the better it is for you.

If the President and Congress would quit jangling over the League of Nations and do something to reduce the high cost of living they would be doing America a real service. While they quarrel over a condition "three thousand miles away," the profiteers get rich grabbing our grub.

Would you like to have the other fellow be considerate of your rights and feelings? Then you should be considerate of his rights and feelings. That is an equitable arrangement that is sure to result in justice to both.

It sometimes takes more courage to say no, than to go along with the crowd but there comes a time in every man's life when he must say no and pull up stream with a great courage or float down like a dead fish.

The man who accomplished great things in the world without hard work of some kind is dead, and he has been dead so long, we have really forgotten his name, and anyway, it doesn't matter.

The man who has no ideals in life usually does nothing worth doing, and slides down the western slope into the land of the unknown with perfect ease because the sliding is good.

GOVERNOR SHAW

SPOKE VERY PLAINLY

Government Ownership of Railroads Frankly Discussed at Chautauqua Debate.

The debate at the Chautauqua on the question of government ownership of railroads was a real debate of a five question, and every thinking man and woman was awakened to the importance of this great question to the American people. We all know that the government operation has not proven efficient, rates have been raised and service has deteriorated very seriously. So far the experiment has been an expensive and unsatisfactory undertaking, resulting in confusion, expense and dissatisfaction.

Ex-Governor Shaw who debated the negative side of the question made some things very clear as will be shown by the following brief synopsis of his speech obtained by the Editor of The Record, and passed on for consideration of Record readers. Governor Shaw said in part:

First answer this all important question: Are governments instituted among men for the purpose of taking care of its citizens or to enable citizens to take care of themselves? Socialists quite generally, and children often, would say that governments should provide everything essential to the citizens' happiness. But they are wrong. The mission of government is to safeguard liberty while the citizen takes care of himself. If this proposition be true, then it was always true and will be true to the end of time. Fix this fundamental truth firmly in the mind, act consistently therewith and America is safe. All our dangers have their root in erroneous conceptions rather than in evil purposes.

This major premise being admitted, it follows logically and irresistibly that the government should discharge no function that the citizen can reasonably perform. It is as unfortunate for the citizen to have his government do for him what he can do for himself, as it is for the child to have his parent dress him, wash his face, direct his play, and buy for him his bat and ball after he is old enough to do these things for himself and to earn his own spending money.

We have the best form of government known to man. We have kept farther than any other from imperialism as illustrated in Germany, and from Democracy as illustrated during the Reign of Terror in France, and in Russia today. This is a Republic. We have representative government. The people do not rule en masse. We choose our rulers. We pursue the middle course of safety.

We have also pursued the wisest policy of any government in the world. The United States of America was not organized as a business concern, but as a liberty institution. "Less of government and more of liberty" has been our universal slogan. The government has no business in business. Business is not a government function. Governments have enough to do outside of business. Of necessity governments must do what citizens cannot accomplish. Citizens cannot dredge harbors or streams or dike big rivers for they could not control, or reap the rewards of their efforts. Citizens cannot maintain a fire department. They cannot compel safety appliances, fire escapes in buildings or protection from gas in mines. Public highways and public schools, of necessity, must be established and maintained by the government. Governments must protect their citizens from murder, from robbery, from extortion, from fraudulent manipulation of corporations, from fictitious stock issues, and from freeze-out schemes against minority stockholders. Oh! there is plenty to keep the government busy without encroaching upon the legitimate and exclusive prerogatives of the citizen. And hauling freight and passengers for hire is the greatest business proposition in which Americans have ever engaged. If it be a government function as socialists contend to furnish transportation from station to station, from city to city, from depot to tide water and from tide water to the ends of the earth, then it is equally a government function to furnish transportation from the farm to the depot, from the depot to the store, and from the store to the consumer.

But the government ownership and operation of railroads is no longer an experiment. It has been tried. The State of Georgia built a much needed railway; but recognizing that she could not operate it efficiently, she rented it for \$50,000.00 a year. The state of Texas also built a much needed road but being less wise than her sister state, she operated it and now offers to sell the entire road and equipment for the debt which has resulted from inefficient operation.

Germany owns most of her railroads. There is not a tunnel in all of Germany and her terminals are inexpensive compared with many of those in this country, and her labor cost is less than one dollar per day. Nevertheless, her railroads cost \$115,000.00 per mile. The railroads of the United States, with hundreds of miles of tunnels, with terminals, some of them costing as high as \$150,000,000.00, built with wages twice as high as in Germany, are capitalized at less than \$65,000,000 per mile including all the "water" which has been injected therein. Senator Cummins, Chairman of the Interstate Commerce Committee of the Senate, is well within the facts when he says, "It costs the government more to do a given thing than it costs any one else to do it."

Germany has not reduced her freight rates in forty years, during which period the average rates in America were voluntarily reduced from over three cents to less than seven mills per ton mile. This reduction was all made before the government fixed its first rate.

Freight rates in Germany are more than twice as high as in the United States and in every other country in the world, they are more than three times as high as Americans pay. If you ride past your station in Germany, you have to pay for the extra ride and are fined on the spot for the offense. A hundred pounds of baggage which you cannot carry in your hand, will increase the cost of your ticket about one-third. Discrimination in freight rates in Germany are the rule. In addition to the regular freight schedules, they have special rates which fill 915 volumes. And yet Germany is the only country to which government ownership advocates "point with pride." They should point with shame.

Belgium was losing seven million francs per annum on her government roads when the war broke out. France owns a part of her roads and a part are owned privately. She purchased the Western Road which for five years had earned an average of 78,000,000 francs per annum. This gradually dropped to 22,000,000 francs. The operating expenses of her government owned roads, before the war were above ninety per cent of their operating income, leaving her nothing to show as interest on her investment and not one-quarter enough to cover depreciation and replacement of worn out material. France had 22,000,000,000 francs in outstanding three per cent government obligations worth par on the market. Her unfortunate railroad operation necessitated a loan of 300,000,000 francs. For this money she had to pay four per cent, and immediately, the people lost in the market value of government obligations which they held 1,500,000,000 francs. If the United States were to buy the railroads of America, the banks and financiers would never underwrite the enormous bond issue that would be necessary as they did underwrite every Liberty Bond issue. Government railroad bonds would have to bear at least six per cent and the government would probably have to pay a commission for selling them. The inevitable effect would be to reduce the market value of outstanding government obligations at least 15 per cent. The people would lose over \$3,000,000,000 in the depreciation of their holdings.

Government railroads pay no taxes and most governments repudiate any liability for loss or damage to goods as well as for personal injuries. The railroads pay approximately \$250,000,000 in state, county and city taxes. If the government owned the railroads this revenue would have to be made up by increased tax rates on private property.

But perhaps the worst feature of government ownership would be political control. Largely to avoid political influence by government employees, the citizens of Washington are disfranchised as the only way to escape political manipulation. Mr. McAdoo, when in charge of railroads, increased the pay of many employees. One day a body of them waited on him to express their appreciation and when they left Mr. McAdoo remarked, "Do you see how grateful these men are? There are two millions of them and every one is a voter." I am not surprised that Mr. McAdoo is understood to have political ambition. He should realize, however, that in politics, gratitude is an appreciation of favors hoped for. He would have to promise additional wage increases and further reduction in hours if he expected to get the labor vote. And if he did not so promise his opponent would and whoever promised last, would go his opponent "one better."

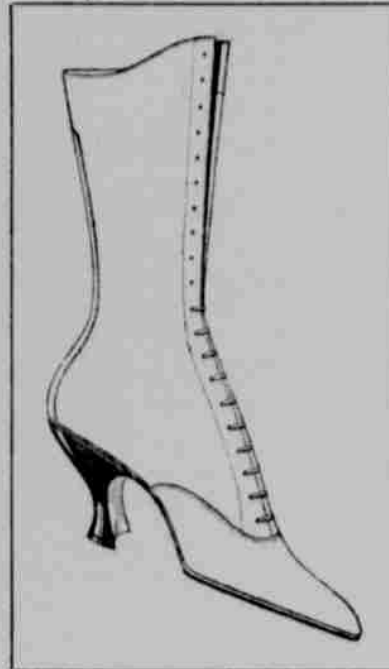
There are three essentials to successful business—Capital, Labor and Management. No farmer ever lifted a mortgage by hard work. Mortgages are lifted by hard work plus management, and when management is sufficiently good, less labor is required. No Republic has ever been able to secure the third and all essential element, management. Labor can be obtained for a satisfactory wage. Capital can be had with approved security, but management is not obtainable in the market places. Our government will never pay the necessary price, nor exercise the discrimination. Government engineers receive not to exceed \$5,000.00 per annum while private enterprises frequently pay \$100,000.00 per annum. In government service promotions are made in course and are based on length of service, seldom on efficiency. To promote for efficiency is to invite the charge of political favoritism.

In private business a man will be discharged unless he does something; but in government service men are discharged only for something they have done. Self-preservation is the first law of life in government service as elsewhere and for this, if for no other reason, no government official will assume a responsibility the wise exercise of which will bring no reward, and where a mistake regardless of intent means criticism, sometimes investigation with its accompanying disgrace, and not infrequently, discharge, if for no other reason, to save the man higher up.

NOTICE TO OWNERS OF DOGS
You are hereby notified that the dog license for the year 1919 is now due and payable at the office of city clerk. If same is not paid by 1st of September, 1919, the enforcement of the ordinance will become necessary.
Dated Alma, Michigan, August 11, 1919.
Carl E. Gallagher,
City Clerk.

The Chrysanthemum.
It is believed that the first specimen of the chrysanthemum in Europe was reared at the Botanic gardens, London, in 1704. The flower's rise into favor was chiefly due to the Stoke Newington Chrysanthemum society, which held its first exhibition of blossoms in 1846 and served as a school of chrysanthemum culture for the world.

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The IDLE HOUR

TUESDAY and WEDNESDAY
AUG. 19 AUG. 20

BOLSHEVISM ON TRIAL

By THOMAS DIXON, Author of "The Birth of a Nation"

A Most Scathing Denunciation of the Selfish Motives of the Human Blood Suckers of Modern Society! A Modern Picture of a Timely Subject, with a treatment that is

**STARTLING!
DARING!**

**ENLIGHTENING!
POWERFUL!**

Do YOU know what Bolshevism is? Do you know that it exists in Alma? Do you know that it's an ever-present and constantly growing danger? Here's a picture that EVERY Workingman, EVERY Workingman's Wife, EVERY Employer SHOULD SEE!

Remember the Dates--
Tuesday and Wednesday
August 19 and 20

Matinees Both Days, 11c and 17c, Including Tax
Evenings 11c and 20c Including Tax